



The Cactus Courier

Civil Air Patrol — New Mexico Wing

Volume 6, Issue 7

July 2004



Commander's

By Col Frank A. Buethe, CAP

In June and July the New Mexico Wing hosts the CAP Inspector General School and the Southwest Region Staff College, which reminds me of the importance of professional development for wing members.

Much learning conducted in the Civil Air Patrol is on-the-job training. Emergency Services qualifications, pilot qualifications, and Specialty Track training are gained by working and practicing the skills required in those fields. And that is probably the best, if not the most practical way to learn those jobs.

However, there is more specific education that every wing member should experience: Squadron Leadership School and Corporate Learning Course. These courses are the two most useful sources in which to learn about squadrons and wings in the Civil Air Patrol. Because this is a volunteer force we often are thrust into a squadron or wing job about which we know little or nothing, and struggle through trying to learn its ins and outs through on-the-job experience. That is a frustrating way to find out how to do the job!

Solution? Attend the Squadron Leadership School (SLS) as soon as you can once you become a CAP member. There will be one this coming Fall (September) in Roswell. If you haven't been to SLS this is your opportunity! SLS is the basic course explaining what a squadron does and

how to do it. It covers most of the Administration, Customs and Courtesies, Emergency Services, Cadet Programs, Aerospace Education, Operations, DDR, State Director Office, Safety, CAP Publications and Regulations, Uniforms, and Membership Information Management System questions every CAP member has. It removes a great deal of the mystery surrounding how the CAP operates and what an individual needs to do if he or she holds a position in a squadron.

Once you have that basic information under your belt, move on to Corporate Learning Course (CLC). This course covers similar information, but from the larger structure of how a Wing operates and what the various departments in the wing do on a daily basis.

These two courses give you the information you need to understand how the Civil Air Patrol operates on the squadron and wing level. With that information you can feel more comfortable in your role and how it relates to other individuals and departments with whom you work as a member. Neither course will make you an expert in any particular area, but they will give you confidence in how and what to do when.

Don't pass up these opportunities to become more familiar with the CAP and how it operates. By attending SLS and CLC you will be comfortable in your role in CAP and a valuable asset to the wing—and what

the heck, you might learn some interesting facts and tidbits in the process!!

STARS IN THE MAKING

Captain Mike Arnold, Maj Charles Dade, and LtCol Dannie Roberts are soon to appear in a video being produced by the Bureau of Land Management (BLM) and the U.S. Dept. of the Interior. The video focuses on the BLM's role of education and enforcement with the Gas and Oil industry and highlights the role CAP plays. It will debut this summer at the National Oil and Gas Conference in Cheyenne, Wyoming, and will be used nationally to show the industry what assets are available to BLM.

Currently, Farmington is the only squadron in the wing flying these missions. Durango, Colorado's, squadron also shares the mission load with Farmington. BLM hopes to further expand this mission in the future to a national mission and incorporate it in the CAP's Homeland Security mission.

CAP-USAF SWLR SURVEY AUDIT 21 APRIL 2004

New Mexico Wing Director of Logistics receives third consecutive Outstanding Rating and has been selected as the Southwest Region Outstanding Logistician of the Year. MSgt R. A. Watson commented that Herb Traulsen continues to maintain the best Logistics Program in the Southwest Region.

The New Mexico Wing Director of Communications was rated Excellent for the 2004 CAP-USAF SWLR Survey Audit. Larry Zentner has made great strides in the Communications area.

Two wing units, Alamogordo Composite Squadron and Las Cruces Composite Squadron received Satisfactory ratings.



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WHERE ARE WE?

In New Mexico there are 15 squadrons. The squadrons are located in Gallup, Taos, Albuquerque (4), Las Cruces, Santa Fe, Rio Rancho, Los Alamos, Alamogordo, Farmington, Roswell, and Clovis. There is one middle-school cadet squadron and one middle school cadet flight in Albuquerque. The Wing sponsors Middle School Initiative squadrons in Gallup and Las Cruces also with over 121 middle school student CAP members. We are also associated with the AFOTC programs at UNM Albuquerque and NMSU Las Cruces. We have 520 Senior members and 265 Cadet members in New Mexico.

WHAT DO WE DO?

Our senior members and many of our cadets are totally and professionally trained to respond in an emergency situation that requires specific knowledge of an area as seen from the air. Flight crews, which include skilled pilots, observers and scanners, are on 24-hour call. Likewise, Incident Command personnel are prepared to move into a "Red Cap" emergency situation at a moment's notice. CAP assets allow aircrew personnel to effectively search for targets on the ground using aircraft that are specifically designed to "go low and slow". In most cases aircrews can be airborne in less than two hours after receiving notice of an activated search. Often they are in the air in less than an hour after receiving notice of an emergency. Under CAP's Emergency Services mission the New Mexico Wing conducts air searches for missing aircraft and people (95% of the inland Search and Rescue (SAR) missions in the continental United States are directed by Air Force Rescue and Coordination Center located at Langley AFB, VA). CAP aids in disaster relief, often in conjunction with Federal Emergency Management Administration (FEMA), Red Cross, Salvation Army, state agencies, and military support for civil authorities. In addition, New Mexico Wing conducts military low level training route surveys, passive counter-drug, and border patrol air reconnaissance. New Mexico Wing is

OPERATIONS

Supporting Our Communities

in Times of Need

DDR FORUM

By LtCol Jett Mayhew, CAP
MER/DDRC

I would like to share something with you all that can be a huge success for us in DDR. So many times we have a program that has been a huge success and we are surprised that other wings don't do it. Well, the simple truth is the other wings aren't aware of a lot of success stories. Than their are other wings that say I just can't seem to get people motivated. So we need to help them. As you are all aware the DDR Program is not just for cadets it is for every member, their families, communities, schools, flight schools, aerospace education, and emergency services. The DDR Program touches all aspects of Civil Air Patrol and everyone can get on board.

There are a lot of new and exciting things coming up in the DDR Program which will enhance the program tremendously. As the back of our membership card reads, "We respond to national emergencies." And, folks, drugs are a National Emergency.

What we have done to communicate with each other is set up a CAP DDR Forum. It is hosted by the MER DDRC and monitored by NHQ. Please register at CAP DDR - Home lets start communicating with each other and make our DDR Program the best in the nation.

SPOTLIGHT ON THE SQUADRON



By 1st Lt John Gravel, CAP

Santa Fe Squadron is officially one of Santa Fe's "Best Kept Secrets". While enjoying an illustrious past, the squadron has also known its lean times. Currently, the Santa Fe Squadron is in the never ending process of rebuilding and reorganizing. Learning from, and relying on the experience of long-time members and infused with new members and ideas, Santa Fe Squadron has started the process of addressing those areas that have gone unattended and set its goal on becoming a team player. Santa Fe has set its initial goal on being more prepared to provide reliable emergency services in a safe environment. Santa Fe has attended and participated in all of this year's SAREXs and answered with a qualified crew for each of its Red Caps.

With programs designed by ex-Air Force A-10 pilot and new Wing Aerospace Education officer, Dan Morgan, Santa Fe has

increased its aircrew training helping all members become more familiar with all equipment and to be better cross-trained. An Incident Command training has also been initiated to help both senior members and cadets become more familiar with the IC system. The Squadron has added a second meeting per month to address issues such as paperwork, MIMs and training allowing members the flexibility to attend at least one meeting per month.

Santa Fe Squadron has also taken advantage of its close proximity to Los Alamos where the Commander, Capt. David McClard, has been helpful in offering his advice and knowledge to Santa Fe Commander, Lt. John Gravel. Los Alamos DCC Mark Peters, has also been very helpful to coordinate joint cadet activities with Santa Fe DCC, Lt. John MacDonald.

The Squadron will be actively pursuing an increased membership by being involved in community activities and functions. Cadets and senior members participated in placing flags on the graves located at the National Cemetery on Memorial Day and plan on participating in the annual Fiesta parade in addition to the upcoming airshow in October with the help of both Albuquerque and Los Alamos Squadrons.

While anxious to be a benefit to the Wing, Santa Fe has also become aware of its short-term limitations. But with the continued support of its experienced senior members, new inexperienced members, Wing Staff, and other dedicated CAP Squadron commanders and members, the Santa Fe Squadron will hopefully no longer be Santa Fe's "Best Kept Secret".



AEROSPACE EDUCATION

Teaching Ordinary Subjects
in Extraordinary Way

TIEDOWNS

By John Lorenz

A clear, calm, cloudless morning. You're only stopping for a half an hour for the hundred dollar burrito, no need to crawl under the low wing and dirty your knees in order to tie it down, eh?

Even when there are no forecast wind gusts to spring up and bite, twice now I've had helicopter encounters on a ramp. Once a parked helicopter took off and hover-taxiied by, but the plane was tied down and calmly rocked in the rotor-wash. The other time, however, two Chinooks came in unannounced and uninvited from a perfectly calm sky to practice their hover technique next to the ramp;

the group of us standing around had to grab for struts, shielding our faces from the sandy blasts as the untied plane developed a desire for unassisted flight. A large part of aviation is devoted to trying to prepare for what might happen; sudden gusts, whether provided by machines or mother nature, are always a possibility. Tie the plane down any time you leave it. Chock it too. It sure beats lying in the motel bed and listening to the thunder, wondering if your aircraft will be intact in the morning.

There are some stupid-sounding, mundane, yet important considerations for tying down an airplane. One is to make sure the lower end of each tiedown is in fact attached firmly to the ground. A pretty yellow Ercoupe, a pilot's prize new possession, was overturned and destroyed by a sudden gust front at Moriarty a couple years ago. The tail and left wing were still chained securely to the ground but the plane had flipped about the axis

provided by these two points when the third length of chain, still tied to the right wing, became detached from the ground anchor point. The other planes on the line survived.

Another consideration is the tiedown material: southwestern sun is brutal on many synthetic rope types whereas the dampness back east rots natural fibers. Beware of the frayed and sun-rotted ropes common on many flight lines; use ropes that still have strength in them. Carry your own ropes: many ramps have tiedown spots but either no ropes or ropes that are worthless, and the links on chains can be too big to fit through the tiedown rings on some airplane. Many pilots carry their own ground anchors as well, but use discretion when pounding stakes into someone else's asphalt ramp.

Learn a few good Boy Scout knots and use them. Most knots do not hold well in flat nylon straps, and knots in nylon loosen and nylon ropes sag when they get wet. Ratcheting nylon "motorcycle" straps, however, make excellent tiedowns. Sisal

ropes are no longer commonly used for tiedowns and for good reason: in addition to rotting, they shrink when wet which could stress a tightly tied airplane. Wet knots in sisal are also an absolute bear to undo, and more than one pilot has used a knife, leaving the ropes progressively shorter with each stop if not behind altogether.

Chains have great longevity sitting out in the weather and they are usually reliable, but many people dislike chains because they have no give to them. Chains should be fastened tautly to the wing so that the airplane doesn't have enough room to move and jerk in the wind, subjecting the airframe to repeated shocks. Some pilots prefer to leave some slack in a chain tiedown, figuring this will let the airplane bounce around a bit in breezes without stress. This works fine until a large gust pulls the plane to the limit of the chain: slack in a chain allows an airframe to move enough to build momentum, thus the jerk when the slack is abruptly pulled out by a large gust is magnified by inertia. Synthetic ropes like

nylon stretch a bit, cushioning the jerk, but taut is still better; no inertia. Nylon is the best option where you have one, but chains are better than leaving the aircraft untied.

Ground anchor placements in the pavement don't always give you a choice, but the stress on an airplane from gusts is less if the tiedowns are angled outward from the airplane rather than going straight up and down. The angle-out geometry also protects the airframe better against side loads that can drag the tires sideways across a pavement. I once had a 4000 lb twin dragged 2 ft sideways by a windstorm despite the tiedowns; the gusts also damaged the rudder, but that's another story.

CAPSULE, continued from page 2

border patrol air reconnaissance. New Mexico Wing is on the cutting edge of the latest technology of airborne photo imagery that allows near real-time video and photos to be relayed from the air to an Incident Base. This valuable tool aids local emergency agencies in monitoring emergent situations in any given area.

T-BIRD HAS NEW COMMANDER

From full-time flight nurse in the Air Force Reserves, to full-time mom, to part-time CAP volunteer. That is the path Captain Donna Bracken, CAP, has taken which ultimately led her to the position of Commander of the Thunderbird Composite Squadron.

"I was an active parent before officially joining CAP," said Bracken. "I went to Oklahoma City to help support the color guard and honor guard teams. Major Robbie Ross said I might as well join. So I did."

Originally Capt Bracken served as the Admin Officer, but as she said, "After prayerful consideration I agreed to be the commander, knowing that I would have terrific support from the senior members—several of whom have been commanders."

Captain Bracken and her husband, Mark, have two sons, David and Daniel.

"The quality of a man's life is in direct proportion to his commitment to excellence, regardless of his chosen field of endeavor."

Vince Lombardi

A Final Salute

FORMER WING COMMANDER REMEMBERED

Col Earl F. Livingston, 74, passed away on June 19, 2004 due to cancer. He joined Civil Air Patrol December 1, 1941 and served as the NM Wing Commander from 6 October 1975 to 27 October 1979. Interestingly, Col Livingston's father, Col Howard E. Livingston, served as NM Wing Commander from 20 January 1950 to 25 July 1950. Col Earl Livingston, even after his years being wing commander, continued to support all the missions of CAP. Most prominent was his tireless work in the Cadet Programs arena.

He is survived by his wife of 45 years, Viola and their five children Mary Therese Owen and her husband Gary, Kathleen and her fiancée Billy Willson, John, Gregory and his wife Kim and Patrick and his wife Dorothy. He is also survived by his sister Virginia Ambrose, five grandchildren and numerous nephews and nieces.

In 1947, Col Livingston graduated from Holy Cross School in Canon City, Colorado. During those years he also earned his pilots license. In September, 1950 he joined the US Air Force in and served as an instructor in A&E Mechanics School. In May, 1952 he contracted polio which forced his retirement from the military. He attended St. Joseph's College in Albuquerque and earned a degree in Business in 1960. For several years he worked for Federal Government and later opened his own realty co.

He was very involved in community service. In addition to Civil Air Patrol, Livingston was active in the US Coast Guard Auxiliary where he helped teach boating classes. He also served as Zoning Commissioner in Paradise Hills, was PVA director and was treasurer for the Annual Sobriety New Year's Pow-Wow.

Col Livingston's funeral mass was held on Wednesday, 23 June at the Church of the Risen Savior in Albuquerque. He was laid to rest at the Santa Fe National Cemetery later that day. A Civil Air Patrol Cadet Honor Guard of Thunderbird and Falcon Squadrons accompanied Col Livingston's casket into the church before the service and returned with it to the hearse after the service. They were led by Lt Col Bob Ross of Albuquerque. All cadets of NM Wing were invited to be in the Honor Guard.

For those that knew him, Col Earl Livingston was an absolute inspiration. As the years tore at his body and the ravages of polio finally landed him in a wheelchair, he still found the strength and stamina to attend NM Wing Staff meetings and to continue to participate in CAP. He literally "ran with perseverance the

race marked out for him" (Hebrews 12:11) and showed us all what true dedication and love of his fellow man was all about.

Rest well, good Col for a job well done!

CAPT GLENN GOERING, CAP 8/26/1928 - 5/29/2004

Fifty-one year member of Civil Air Patrol Captain Glenn Goering passed away Saturday, May 29, 2004, at San Juan Regional Medical Center in Farmington at the age of 75. He was born Aug. 26, 1928 in Wheatland, Wyo., to Floyd and Mary Goering. Glenn is survived by his wife, Dorothy Goering of Farmington, son; Gary Goering from Clarksville, Tenn., daughters; Vickie Pscheid from West Bend, Wis., Linda Ziehl from Tularosa, and Sandra Hillard from Iowa Park, Texas. He and Dorothy had eight grandchildren and five great-grandchildren. He is also survived by his brother, Dale Goering, from Lingle, Wyo., and a sister, Norma Scott, from Torrington, Wyoming. He was preceded in death by both his parents and one daughter, Tonia.

Memorial services were held on Wednesday, June 2, 2004, at the Piñon Hills Seventh-day Adventist Church, in Farmington. But wait, that's not the end of the story of this dedicated man's life. His story, which is a very heart-warming and inspiring one, captures the true Spirit of Volunteerism.

In June of 2000, Capt Glenn Goering was going to retire from Civil Air Patrol after 51 years of service. Curious about how a person does a volunteer, sometimes gut-wrenching, job for 51 years Capt Goering was asked, "What kept you going all those years?" With all that experience, he MUST have the answer!

Capt Goering joined Civil Air Patrol in Torrington, Wyoming January 1, 1949. He said, "There was a giant blizzard in Wyoming and, in order to get Government aid, you had to join Civil Air Patrol. There was a whole bunch of us that joined that day." He had joined the US Marine Corp in May of 1945 and piloted, in Navy terms, an R-4D, which is a Douglas DC3. He became a Marine Reservist in October of 1947 and was still in that position when he joined CAP. He said, "In those days, when you came out of the Marine Corps, you were automatically a Reservist for five years. I almost went to Korea, but I had a wife and child by then and they didn't want me."

When asked about his most inspiring moment as a CAP member after 51 years, Capt Goering, with an almost mystical look



Thunderbird & Falcon Squadrons participated in an Honor Guard detail. Front Row (left to right): Thomas Nichols, Cortney Newmann, Cody Day, Michael Benavidez, Daniel Bracken (CG Commander), Tyler Sage, Joseph Darrell. Back Row (left to right): Daniel Andracka, Benjamin Andracka, Alan Sonntag, Jake Fuentes, Colin Odend'hal, Caleb DeMarco

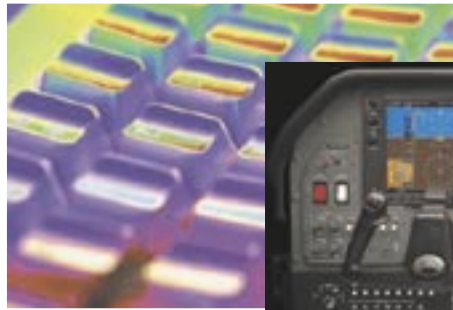
on his face, quietly began his story about his first RedCap. A young family of four was flying in a Navion aircraft to Salt Lake City from Wyoming. There was a terrible blizzard. CAP search planes were dispatched for two days, and both days they had to stand down because of the horrid weather. On the third day, CAP planes were launched and the aircraft containing the young family was found. Sadly, the entire family had perished. Capt Goering said, "That was the worst thing I've ever seen in my life." He continued, "If we could have just found them the first day we could have saved them. We could see where the children had run all around the plane... their tiny footprints imprinted in the snow." The two little children were found in the lap of the mother whose legs had been broken. It appeared that the mother and two children had survived the crash, but had frozen to death. The father was apparently killed instantly. Almost whispering, Capt Goering continued, "After seeing those tiny footprints in the snow and the dreadful way that family was tragically snuffed from existence ... from that day on, that particular incident was what made me dedicated to trying to save lives by being a member and pilot for the Civil Air Patrol."

*"Always give 100%, and
you'll never have to second-
guess yourself."*

Tommy John

Civil Air Patrol's 2004 National Board & Annual Conference

TODAY'S MISSIONS - TOMORROW'S TECHNOLOGY



18-21 August 2004

Tampa Marriott Waterside
700 South Florida Avenue
Tampa FL 33602

Rates:

\$119.00 - single, double
\$139.00 - triple
\$159.00 - quad
12% - Tax rate

Hotel Registration Deadline:
16 July

Reservations:
800-228-9290
813-204-6397

Are you ready for the challenge?

Come to beautiful Tampa, Florida for this year's Civil Air Patrol National Conference. Learn how new technologies are changing the way CAP members save lives and impact their communities. Meet CAP members from throughout the nation and share your wing's ideas and best practices. Hear speakers in a choice of more than 45 workshops, and visit with aviation and technology vendors in our exhibit hall.

This year's new seminars will include:

Catch the Funding Wave - - \$urf's Up!!!"

Tactical to Practical: Creative Cadet Program Enhancement

Exploiting the Spectrum: Hyperspectral Imaging Enhances Operations

Get Ready for Shuttle Ops: How You Can Use STK to Track STS Missions

QuickBooks Online—The Solution for 24-7 Access to Your Accounting Records

WIN THIS

ONLINE REGISTRATION ONLY, BY 1 AUG 04



AT NB!



Kick off Thursday with a visit to the exhibit hall, followed by the opening reception — a high-energy Beachcomer Bash! Bring your shades and sunscreen and get ready for the hottest CAP conference ever!

REGISTER ONLINE FOR YOUR CHANCE TO WIN A NEW LAPTOP COMPUTER

WWW.CAP.GOV/events/nbmain.html

IMPORTANT INFORMATION FOR THE NEW MEXICO ANNUAL WING CONFERENCE

DATE: Friday-Sunday, 22-24 October 2004

LOCATION: Holiday Inn Mountain View, 2020 Menaul Blvd SE (SE corner of Menaul & University, Telephone: 505-884-2511, Fax: 505-881-4806, E-mail: Jamie.Lehman@ichotelsgroup.com)

ROOM RATES: \$55.00 plus tax/night—single
\$55.00 plus tax/night—double (maximum 4 persons per room)
Roll away beds available on request

ROOM RESERVATIONS: Call, fax, or e-mail Holiday Inn Mountain View directly for your room reservation (NM Wing nor HQ CAP will NOT make room reservations) not later than 01 October 2004. Use "CAP" or "Civil Air Patrol" when making your reservation. Room rate is good ONLY until 01 Oct 04. After 01 Oct Holiday Inn will not guarantee room availability or rate.

HOTEL AMENITIES: indoor pool; hair dryers, coffee makers, data ports, and irons & ironing boards in rooms; workout facility; two restaurants; lounge; room service.

CONFERENCE REGISTRATION: Registration form is on New Mexico Wing Web page (nmwg.cap.gov). Complete form and send (e-mail, fax or mail) to National Headquarters, CAP/FM (instructions on the form). You may pay by check or credit card (Amex, Visa, MC, or Discover) directly to National Headquarters. DO NOT SEND REGISTRATION OR MONEY TO WING. Copies of form are also available from wing (fax or e-mail). Registration DEADLINE is October 1st. After October 1st fees increase. Registration at the door is available at 1 October or after fees.

SCHEDULE: Friday, 22 October
1500-2000: Registration — Atrium
1800-2000: Commander's Reception
Saturday, 23 October
0700-0830: Registration & Continental Breakfast
0900-1130: General Session
1130-1300: Lunch (on your own-see list of near-by restaurants)
1130-1300: Commanders' Luncheon
1300-1630: Seminar Break-outs
1730-1830: Social
1830-1930: Banquet
1930-2100: Awards and Entertainment
Sunday, 24 October
0800-0830: Non-denominational Worship Service
0900-1100: Seminar Breakouts

UNIFORM:

Daily activities: USAF-Style short-sleeve or long-sleeve shirt (coat optional) or CAP distinctive uniform.

Banquet: USAF-Style Service Dress w/coat or Mess Dress; CAP Blazer uniform w/CAP regimental, floppy bow or black bow tie; Civilian coat and tie.

Commander's Reception: Casual travel clothes.

DIRECTIONS:

From the North—I-25 south to Exit 227 (Comanche, Candelaria & Menaul), continue straight to Menaul Blvd, turn left onto Menaul, Holiday Inn Mountain View will be on right immediately past University Blvd intersection and Little Anita's restaurant.

From the South—I-25 north to Exit 225 (Menaul Blvd) continue north under I-40 overpass to Menaul (first traffic light north of I-40 overpass), turn right, Holiday Inn Mountain View will be on your right just past Little Anita's restaurant.

AIRCRAFT PARKING/TRANSPORTATION: Park at Kirtland Aeroclub ramp. Call Holiday Inn Mountain View (884-2511) from phone on telephone pole near white refueling tanks or from Aeroclub or Base Operations. Ask to speak to CAP representative. CAP van will pick you up at Base Operations, north entrance, or call CAP Command Center on 148.150 with ETA, van will meet you at Base Operations.

ACTIVITIES:

Tour of Old Town and Albuquerque Museum or Atomic Museum. Confirm participation at registration to arrange transportation from Holiday Inn to Old Town and Museums. Cost will be \$4.00/\$3.00 New Mexico resident/\$2.00 Senior for Albuquerque Museum and tour, \$4.00 Adult/\$3.00 Senior for Atomic Museum.

NEW MEXICO WING CONFERENCE—22-24 OCTOBER 2004

REGISTRATION FORM

(Please Print All Entries)

Name: _____ CAP ID#: _____ Unit: SWR-NM- _____

Address: _____ City: _____ State: _____ Zip: _____

Telephone: Day _____ Evening _____ Cell _____

E-mail (required for confirmation receipt): _____ or Fax: _____

	Prior to 1 Oct	1 Oct or after	Quantity Total \$
Senior Member—Conference & banquet (Name for badge _____)	(\$60.00)	(\$75.00)	_____
Senior Member—Conference only (Name for badge _____)	(\$35.00)	(\$45.00)	_____
Senior Member—Banquet only	(\$25.00)	(\$35.00)	_____
Spouse/Guest—Conference & banquet (Name for badge _____)	(\$60.00)	(\$75.00)	_____
Spouse/Guest—Conference only (Name for badge _____)	(\$35.00)	(\$45.00)	_____
Spouse/Guest—Banquet only	(\$25.00)	(\$35.00)	_____
Cadet—Conference & banquet (Name for badge _____)	(\$35.00)	(\$45.00)	_____
Cadet—Conference only (Name for badge _____)	(\$15.00)	(\$20.00)	_____
Cadet—Banquet only	(\$20.00)	(\$30.00)	_____

Total \$ _____

Banquet meal choice: # _____ Prime Rib with creamy horseradish # _____ Broiled Salmon with fresh herb hollandaise
_____ Chicken Marsala

Conference & Banquet Registration Fee includes: Friday evening Commander's Reception, Saturday Continental Breakfast, Refreshments, and Banquet.

Tour (Saturday afternoon) choices: # _____ Old Town/Albuquerque Museum or # _____ Atomic Museum
Confirm selection when you register to arrange transportation

NOTE:REGISTRATION DEADLINE OCTOBER 1st --NO REFUNDS WILL BE ISSUED AFTER OCTOBER 1, 2004

PAYMENT METHOD:

By check: I enclose a check in the amount of \$ _____ made payable to "NHQ CAP"

By credit card: AMEX / VISA / MC / DISC (Circle one)

Credit Card # _____ Expiration date (MM/YY) ____/____

Card holder signature: _____

For check payment mail this registration form with payment to:

National Headquarters, CAP/FM
Attn: New Mexico Wing Conference
105 South Hansell Street, Bldg 714
Maxwell AFB AL 36112-6332

For credit card payment Fax or E-mail this form with credit card information to:

Fax: 334 953-6015
E-mail: mslack@cap.gov

Happenings

OLD GEEZERS

"Geezers" (slang for an old man) are easy to spot: At sporting events, during the playing of the National Anthem, Old Geezers hold their caps over their hearts and sing without embarrassment. They know the words and believe in them. Old Geezers remember World War I, the Depression, World War II, Pearl Harbor, Guadalcanal, Normandy and Hitler. They remember the Atomic Age, the Korean War, The Cold War, the Jet Age and the Moon Landing, not to mention Vietnam.

If you bump into an Old Geezer on the sidewalk, he will apologize. If you pass an Old Geezer on the street, he will nod or tip his cap to a lady. Old Geezers trust strangers and are courtly to women. Old Geezers hold the door for the next person and always, when walking, make certain the lady is on the inside for protection.

Old Geezers get embarrassed if someone curses in front of women and children and they don't like any filth on TV or in movies. Old Geezers have moral courage. They seldom brag unless it's about their grandchildren.

It's the Old Geezers who know our great country is protected, not by politicians or police, but by the young men and women in the military serving their country.

This country needs Old Geezers with their decent values. We need them now more than ever.

Thank God for Old Geezers!

Jul-04

10	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
17-24	Sat-Sat	SWR Staff College	Col Dennis Manzanares	Kirtland AFB
23-26	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Santa Fe
24-31	Sat	NMWG Cadet Encampment	Lt Col Paul Ballmer	Kirtland AFB

Aug-04

14	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
19-21	Thur-Sat	National Board Mtg & Conf	Col Frank Buethe	Tampa FL
20-23	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Taos

Sep-04

11	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
17-20	Fri	SAR/DR/HLS Exercise	Capt Dave Simonson	Belen-Alexander
24-26	Fri-Sun	SWR Conference		

Oct-04

9	Sat	NMWg Staff Mtg & CC Call	Col Frank Buethe	Wing HQ
16-23	Sat	National Staff College	Col Dennis Manzanares	Maxwell AFB, AL
22-24	Fri-Sun	NMWg Conference	Col Frank Buethe	Albuquerque

Nov-04

12-14	Fri	NM Wg SWR-SAV	Col Frank Buethe	Wing HQ
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THE UNITED STATES AIR FORCE AUXILIARY

CIVIL AIR PATROL

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